# MOTOR RACING

and

ECONOMY CAR NEWS

Vol 4--No. 16 -Culver City, Calif.

(Published Bi-Weekly except last issue of Calendar Year)

May 29 – June 5, 1959

15¢ Cheap

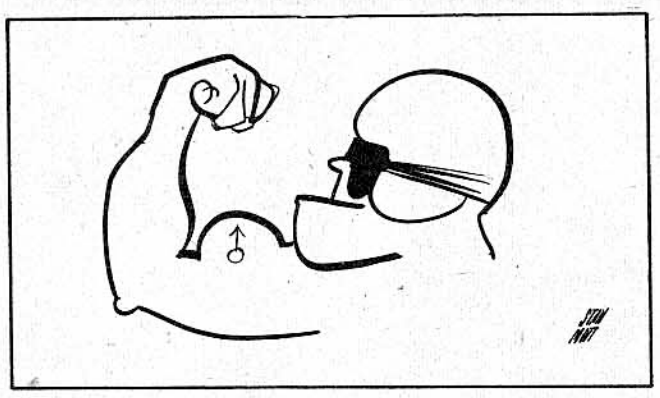
COMING UP strongly in West Coast racing is Jack Flaherty, of Belmont, Calif., shown flashing to victory in Lister-Jaguar. His most recent victory, in which he beat out Sam Weiss' Porsche RSK, was at Salt Lake City SCCA races, first for Pacific Coast championship points. Earlier, he had won at Stockton. He'll be tough to beat in SF SCCA races at Laguna Seca, near Monterey, Calif., June 6-7. (Photo by Bill Hewitt)

FAMILIAR LEADER (and winner) of eastern SCCA races is Walt Hansgen, Westfield, N.J., here roaring past bearded flagman (not W.R.C. Shedenhelm) on way to latest triumph at Cumberland, Md., national race. He raced a Lister-Jaguar. Most of the press, including MOTORACING's Jack Brady, blasted the Cumberland combine for horrible press relations. (Photo by Jack Brady)

# HEY, MALE DRIVERS HAVE MASCULINE TRAITS! --ALSO CRAVE ATTENTION

*EDITOR'S NOTE--Recently, Dr. Jerome M. Kummer, UCLA Medical Center psychiatrist, made headlines when he said sports car drivers used cars as buffers for feelings of sexual inferiority. Now, another psychological study of the personality of sports car drivers and how they differ from other groups tested, is under way. There is no connection at all between the latest one and Dr. Kummer's. This one, which did not agree with Dr. Kummer's findings, is a continuing program by Ken Hartman, instructor at University of So. Calif., and senior research engineer of human factors at North American Aviation Missile Division. This is the largest study of its kind, and the following article is the first of a series by Ken Hartman. Don't miss them. Watch for them in MOTORACING.*

BY KEN HARTMAN



On the premise that individual differences in personality account in part for variability in sports car racing proficiency, a psychological study is being conducted to identify, by use of personality questionnaires, traits hypothesized to be related functionally to driver proficiency. When it becomes possible to predict which individuals will prove to be qualified drivers, substantial reduction in accidents, injuries, and financial savings should result.

A battery of psychological tests have been administered to more than 60 male members of the California Sports Car Club who have competed in club races thus far this year. This is a voluntary, but continuing program which, it is hoped, will continue until all competition drivers have been tested.

Preliminary analysis of test data revelas an average score in masculinity comparable to the average score of over 500 undergraduate college men. This means that the average driver behaves in ways characteristic of men: he has an interest in masculine activities and vocations, he shows resistance to fear, and inhibition of emotional expressions.

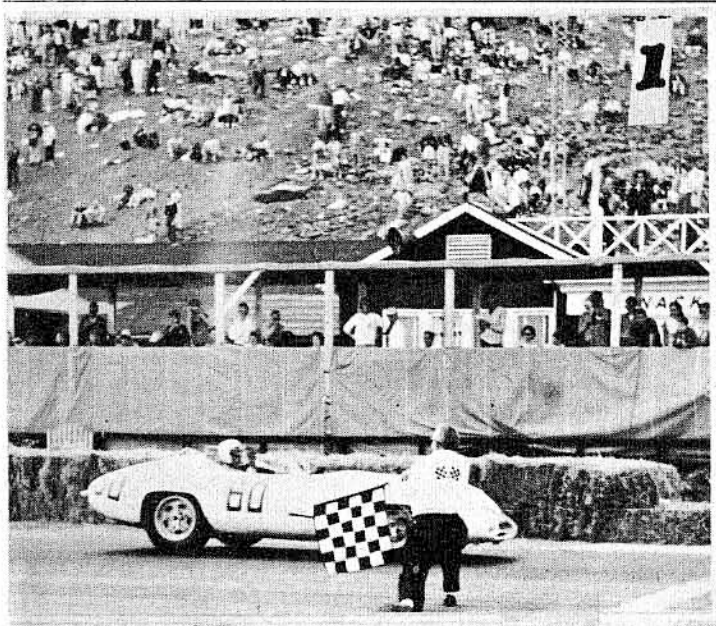
Drivers of national and international reputation have been tested as part of the program but neither their names nor the test results of any individual will be revealed.

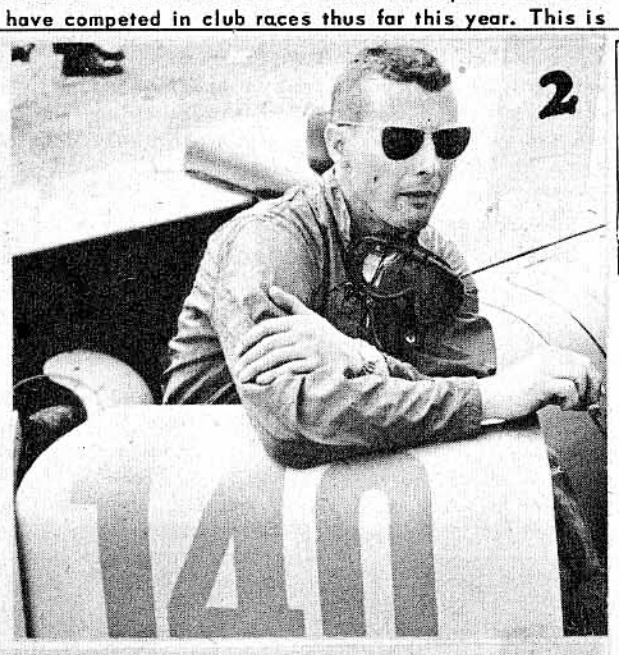
All sports car groups in the Los Angeles area are invited to participate in the testing program.

The test materials are being generously supplied by their author, Dr. J.P. Guilford, professor of psychology at the University of Southern California since 1940.

Sports car drivers in the sample tested (those who have raced competitively) are further characterized by an unusually high need for attention and personal freedom. The interactions among these and the other traits measured will be related to a measure of driver proficiency.

(TO BE CONTINUED)





HO HUM--In photo No. 1 Walt Hansgen gets the checkered flag for his 4th Cumberland victory in recent SCCA National held over the 1.6-mile Maryland course. He won in Lister-Jaguar of Briggs Cunningham stable. 2) Bob Holbert, rapidly; rising Pennsylvania pilot who placed 2nd over all in Porsche RSK. 3) Denise McCluggage, in 750cc OSCA, on way to H modified class win in 5th race. 4) Expensive lineup of Cunningham's Lister-Jags just before the feature. Hansgen was in No. 60, the Costin-bodied job. Second and 3rd in C modified in the other Listers were Fred Windridge and Cunningham. Another Cunningham car, a Porsche RS (Phil Forno), was 5th over all. Other photo on Cover Page. (Photos by Jack Brady)

# HO HUM--IT'S HANSGEN IN CUMBERLAND RACE

(Photo on Cover Page)
BY JACK BRADY
Special to MOTORACING

CUMBERLAND, May 17--The "David and Goliath" competition between the Lister Truck Wks. and Dr. Porsche's proteges continued with gusto here today during the SCCA Nationals.

A scant 1.8 seconds separated the Costin-designed Lister-Jaguar of Ecurie Cunningham from Bob Holbert's Porsche RSK when Jerseyite Hansgen took the checker.

There was some question as to how much reserve was available in the big Lister when Hansgen nosed out Don Sesslar's RSK at Danville recently. Sesslar placed third here for the second time in two years. It would appear that the one and a half pints have the measure of the lar-

(Con. Pg. 7, Col. 5)

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## IN THE NEWS

### BIG CORVETTE DEAL

Plans are rapidly being completed for the Tourisimo de Corvette II Ralle. Sunday, June 28, according to Rallemaster Jerry Aarons.

The all-Corvette time and distance event, co-sponsored by the Corvettes of Southern California, Corvette Club of Pasadena, Corvettes, Ltd., and the Corvette Owners Club of North Hollywood, promises to be one of the largest American sports car affairs ever held in Southern California.

### RODRIGUEZ 6TH

TRENTON, N.J., May 17--Pedro Rodriguez, 19, of Mexico City, competing in his first US stock car race, placed sixth here today in a 1957 Thunderbird. The 150-mile race was won by Tom Pistone, who averaged 88.66mph in a 1959 T-Bird. (Con. Pg. 3 Col 2)


MOTOR RACING
And ECONOMY CAR NEWS

Vol 4--No. 16 - Culver City, Calif. May 29 – June 5, 1959
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# Flaherty Wins At Salt Lake

(Photo on Cover Page)
BY TOM WILSON
MOTORACING Staff Writer

SALT LAKE CITY, May 17.---With a record entry list of 100 cars, the first of the new SCCA Pacific Coast Championship race was run here this weekend. From the enthusiasm of the drivers, the quality of the races and the large turnout of spectators, it was evident that the brainchild of SCCA Area Governors Tracy Bird and Clark McCartney is a perfect antidote for the recent threat of professionalism in road racing.

With cars and drivers from all the western regions, the quality of racing and the keen competition was about the best seen on the West Coast this year.

The feature race, a 54-mile go for over-2 liter modified cars, was won by Jack Flaherty, of Belmont, Calif., driving a Lister Jaguar. Jack was hard-pressed by the big iron, but they eventually folded. Sam Weiss came up to take over in the RSK Porsche Spyder, but couldn't quite make it.

The Jay Chamberlain 2-liter Lotus was pushing Sam hard to finally take third place.

The under-2000cc co-feature was won by Weiss, who also posted fastest time of the day----1:54 for the 2.7-mile, 9-turn course. Sam was (Con. Pg. 6, Col. 4)

## Vignettes

By Gus V. Vignolle

- SURGING KARTS
- VINO & OPERA
- ORR CAN'T QUIT

THE WIDELY-EXPANDING kart movement more and more is catching the eye of the sports car buff. Surging sales are due primarily to two factors: the kart is (1) wholly functional, and (2) it is inexpensive.

Current alliance is with hot-rods, rather than sports cars. The aggressive National Hot Rod Assn., which never lets the grass grow green under its brogans, has the karts within its scope. The group is now working on regulations, engine sizes, insurance, etc., and manufacturers will get together for a national meet next July in St. Louis.

Furthermore, the light weight, velocity and acceleration have combined to add to its popularity. All of these factors are causing the sports car people to grant more consideration to the kart.

### BENEDICT INFORMED

Norm Benedict, who is really up on the subject, brought us up to date, to wit: The movement started under

(Continued on Page 3, Cols. 1-2)

# Dinsmore-Savage Take SF National Rally in AC Ace

BY DUANE SPARKS
MOTORACING Staff Writer

SAN FRANCISCO, May 24-The San Francisco region of the Sports Car Club of America under the direction of Gene Hammond, rallymaster, concluded its second annual Golden West ralle here today. Overall winners Frank Dinsmore and Phil Savage of Stanford Sports car club, in an AC Ace, negotiated the 19 checkpoints along the 700-mile course through California's historic gold country with a total error of only 1:33.

Departing from the Casa Munras in Monterey early Saturday morning, 94 entrants competed over the picturesque landscape to spend the night in Sonora, returning to the finish at Antioch Sunday afternoon. The event was of excellent quality throughout--measurements, true times, scoring, accommodations and all the little extras that go to make an event of this type a success were present in abundance.

Championship point seekers among the SCCA members were amazed to find that the same three teams which placed best in the Arizona Great Canyon rally in April were also the best SCCA cars in this event. The order was somewhat shuffled, however.

In Arizona it was Bechtel, DeLoof and Capito. Here, Mel and Juanita DeLoof took 2nd over-all and best SCCA member, with Joe and Celia Bechtel (last year's national

(Cont. on Page 6, Col. 4)

# NEWS ALONG THE ECONOMY CAR FRONT

## ECONOMY CAR TRENDS

BY JAMES E. POTTER

ACCORDING TO BILL DREDGE, auto editor of the LA Times, one of the big reasons for Detroit's upcoming entry into the small car field is "the sharp decline in the export of U.S.-built cars because they've lost the overseas market by reason of price and size. These small Detroit babies are calculated to give the American carmaker a big new edge in the world auto market." This is a factor, Dredge feels that most critics have overlooked.

* * *

**Sales Boom Continues**

This spring there has been a definite upturn in automobile sales, both domestic and foreign, according to all available reports, and while it is not expected that a repeat of the record sales of over seven million units in 1955 will be made this year, spokesmen for the industry are tremendously encouraged by the reports. Some are even predicting that the upswing will continue on into 1960, especially with the coming of more low-priced, economy cars into the market. Competition among the small cars, of course, is going to get tougher. Those that will survive or get the bigger share of the pie will be the makes have the most aggressive promotion, advertising and sales approaches.

* * *

**Borgward Becomes more Popular**

The high-quality, German-built Borgward is enjoying a 41% increase of sales in Western U.S.A. over that of a year ago for the first quarter in 1959, indicating that people who want six-passenger roominess in a compact luxury-type car are willing to pay just a little bit more to get it.

* * *

**Saab Embarks on Expansion**

Distribution of Saab automobiles, now confined mostly to the East Coast, will expand shortly throughout the United States, it was learned recently. The Saab 93B and Granturismo models have won nationwide attention for their successes in automobile competitions of all kinds, the most noteworthy being the outright winning of the Great American Mountain Rally, the Canadian International Rally and repeated successes in the annual runnings of the Ten-Hour Endurance Race at Lime Rock, Conn.

As a sidelight, we remember driving one of these Swedish-built (which invariably means quality) machines on a rally to Las Vegas about a year ago. Despite its 38 horsepower, the front-wheel drive, three-cylinder Saab outpulled many of the other small economy cars on the long grades, making us a believer in this trim, excellent-riding family vehicle.

* * *

**Dauphine Wins Again**

A recent 1000-mile rally over dusty, unpaved roads of the Ivory Coast in West Africa was won by the ever-popular Renault Dauphine-Thirty cars started the gruelling course but only 17 finished. The French team of Consten-Brillat were the drivers. Incidentally, the Dauphine has also won first place in sales of imported cars in California

* * *

Volvo has designed and is to start manufacturing a coupe-type sports car. It will be fitted with the Volvo sports engine and four-speed gearbox. Although it is a 100% Volvo product, the press tools for the body will be built in England, with the assembly also being done there. The car will be introduced to the press and public by the end of the year, with production to begin by the end of 1960. Price will be considerably more than Volvo's current models.

A RENAULT DAUPHINE won a grueling 1000-mile rally held recently on the Ivory Coast in West Africa. The car is also the subject of a capsule road test by MOTORACING's James E. Potter. It follows below.

## Renault Scores Again In Capsule Road Test

BY JAMES E. POTTER

Though perhaps a bit incongruous because of its size and shape, our Renault Dauphine four-door sedan participated in a Rolls-Royce day-long expedition to Ojai Valley some 75 miles north of Los Angeles about a week ago.

Driving caravan style through the winding mountain country provided quite a sight for roadside onlookers as about 12 Rolls-Royces ranging from a 1923 model up to a '59 rolled by with the short 89 inch wheelbase Renault wheeling four places behind the leader-a situation where the socalled best cars in the world were in company with the best import from France.

The four-seater, four-door Renault lived up to its advertised expectations. It's a comfortable car to ride in and quite easy to get used to as far as driving is concerned, what with its three-speed gearbox, responsive steering and adequate acceleration. Granted, it's no bomb by sports car enthusiasts' standards (it takes almost 30 seconds to go from 0 to 60mph on a level road), it has its compensation by being extremely easy on the gas. Overall consumption for all types of driving, including the acceleration trials, came to an average of 39.2 miles per gallon –– excellent by anybody's standards.

**Tops Close Rival**

From an appearance standpoint, the Dauphine has it all over its closest rival, the two-door Volkswagen. Both cars have rear-mounted engines, with the Renault having a water-cooled, four-cylinder in-line, 32bhp unit as against the VW's air-cooled, four-cylinder opposed, 36-bhp powerplant.

HIGH FASHION model Connie Carr with fashionable Moretti cars from Italy. The 1959 Moretti models are now available at Murphy Olds. Co., 750 S. La Brea Ave., Los Angeles. The firm is the only authorized dealer for the Moretti in So. Calif.

## Murphy Olds Moretti Dealer

Another famed import from Italy will be distributed in greater quantities with the recent appointment of Murphy Olds Co., 750 S. La Brea, as the new exclusive Moretti dealer of Los Angeles, Beverly Hills and Culver City.

The Moretti, a hand-assembled quality-built machine, will be available in five models. ranging in price from about $2500 on up to $4348 for a convertible in the 1200cc series.

The Moretti features a unitized-construction body on a 84½ inch wheelbase; overall length is only 145 inches for 750cc coupe and sedan. Extremely light, it weighs a mere 1600 lbs. Standard Moretti 750cc Coupe Turismo and Superanoramica sedan is fitted with a four-cylinder overhead-valve engine with a horsepower rating of 35bhp at 4800rpm.

A Spyder convertible and Super coupe Turismo has same engine with a raise in compression ratio from 7.50 to 1 to 8.50 to 1, giving 43bhp at 4800rpm. For the sports enthusiasts desiring still more power, a 750cc engine with double-overhead cam, one Solex or Weber double-bodied carburetor is available, upping power to 55bhp at 6500rpm.

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NICK PASTOR, big imported car dealer in South Gate, helps Dorothy Deen of Cal Sales celebrate fifth anniversary of the Triumph TR3. Pastor was the first TR dealer here and has led sales since the English sportster made its debut in 1954. Cal Sales is distributor of the car.

### RENAULT PASSES VW IN CALIF.

NEW IMPORTED PASSENGER CAR REGISTRATIONS
January thru February, 1959

(Courtesy MOTOR REGISTRATION NEWS of CALIF., Oakland 6, Calif.)

| | CALIF. | NO. | SO. |
|---|---|---|---|
| 1 Renault | 2354 | 932 | 1422 |
| 2 Volkswagen | 2334 | 1238 | 1096 |
| 3 Fiat | 1292 | 437 | 855 |
| 4 Hillman | 1272 | 412 | 860 |
| 5 Simca | 981 | 380 | 601 |
| 6 Volvo | 937 | 401 | 536 |
| 7 English Fords | 837 | 410 | 427 |
| 8 Opel | 740 | 220 | 520 |
| 9 Triumph | 706 | 232 | 474 |
| 10 M. G. | 653 | 197 | 456 |
| 11 Peugeot | 565 | 205 | 360 |
| 12 Austin Healey | 533 | 191 | 342 |
| 13 Morris | 423 | 153 | 270 |
| 14 Borgward | 376 | 135 | 241 |
| 15 B. M. W. | 334 | 28 | 306 |
| 16 Metropolitan | 323 | 90 | 233 |
| 17 Vauxhall | 306 | 116 | 190 |
| 18 Taunus | 283 | 110 | 173 |
| 19 Mercedes Benz | 199 | 64 | 135 |
| 20 Jaguar | 155 | 60 | 95 |
| 21 Porsche | 145 | 64 | 81 |
| 22 Toyopet | 142 | 96 | 46 |
| 23 D.K.W. | 118 | 33 | 85 |
| 24 Austin | 86 | 21 | 65 |
| 25 Sunbeam | 73 | 31 | 42 |
| 26 Goliath | 70 | 45 | 25 |
| 27 Citroen | 57 | 8 | 49 |
| 28 Alfa-Romeo | 55 | 25 | 30 |
| 29 Datsun | 35 | 17 | 18 |
| 30 Goggomobile | 30 | 12 | 18 |
| 31 Lloyd | 29 | 9 | 20 |
| 32 Riley | 27 | 27 | — |
| 33 Skoda | 27 | 8 | 19 |
| 34 Auto Union | 15 | 3 | 12 |
| 35 Berkeley | 14 | 2 | 12 |
| 36 Lancia | 13 | 7 | 6 |
| 37 Rolls Royce | 11 | 7 | 4 |
| 38 Panhard | 9 | 2 | 7 |
| 39 Rover | 5 | 2 | 3 |
| Misc. (4 or less each) | 21 | 7 | 14 |
| Totals | 16585 | 6437 | 10148 |

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# Vignettes

**By Gus V. Vignolle**

**INTEREST SURGING IN THE KART MOVEMENT**

(Cont. from Pg. 1)

the impetus of some surplus, one-cylinder, two-stroke engines costing around $18.

Basically, it revolves around Clinton, Briggs & Stratton, Power Products, McCulloch, etc., lawnmower and chainsaw-type engines.

The small industrial-type engines list for around $40, the large (7hp) chainsaw engines around $300. The output of this engine for motorized transportation is inherently disappointing, as they are light weight and generally built to a price.

However, some of the companies are coming out with 20-lb, 5hp jobs listing for around $90. Put two on a kart, says Norm, and things become interesting but extremely complicated((synchronizing, dual sprockets, etc.). Generally speaking, extra countershafts and sprockets are needed for terrific gear reducing, as the output of these engines depends on torque.

Go-Kart (this is the big Azusa, Calif., firm which currently "writes the rules" around its own product) prohibits gear-changing while in motion. Naturally, this is fun and intelligently a must with small engines.

Last December Norm approached Yamaha, a large Japanese firm that specializes in quality, with plans for what he knew was coming. Providing a manufacturer like Yamaha would pull engines off their production lines (6000 a month for motorcyclies) and make them available to the miniature motorsport industry, Benedict figured we'd see a tremendously expanding activity in karts, kars (kart with gears) and junior-junior formula cars.

## YAMAHA ENGINE

Norm induced Frank Kurtis to equip a half-midget with a 125cc Yamaha. It was such a success that the MOTOR TREND mag people went overboard, and CAR CRAFT will feature the Kurtis-Yamaha in a forthcoming issue.

With a body-chassis eight of around 120 lbs, power from 7-30hp feels gigantic, speeds up to 100mph should be reached, sensation and training are maximized and costs are minimized---around 800 bucks should suffice for a truly "family" station-wagon-carried car.

Most important, too, is the drastic effect of driver weight on small horsepower vehicles---again the cycle engine torque takes place down in the power curve and continues throughout the range. The industrial engines "come in" only at the top end of the scale---bad for accelerating out of corners.

Norm finds that the only other movement worth mentioning is one toward 2-cycle engines. The quarter midget boys take a $40 industrial Continental engine and sink up to $300 worth of special crankshafts, rods, etc., in order to stay out in front. About all you can do to a 2-stroke is tune it; they defy extensive modification, and thus everyone has a chance.

Some of the sports carniks are sailing for the Yamaha motorcycles and, in a 30-minute changeover, at times using the engine for cars and having one ball of a time in the process.

Many, many sports carniks long have told this observer that they couldn't afford the pastime. Perhaps Norm Benedict, is correct in predicting this new movement offers a partial solution in more ways than one.

Jimmy Orr must have been kidding when he told us at Nassau that he was quitting. He raced at Salt Lake, and just the other day when we had him on the Ameche, he was about to pull out for some races in Texas or some other bleak hole...Regardless of what you may have heard, Frank Milne, who does a top pubrel jub for Harry Mann Chevy, informs this corner that Chevrolet dealers will merchandize the new GM small car, the Corvair (contraction of Corvette and Bel Air)..... Those Lotuses that Jay Chamberlain has on the block (and financing 'em, too) are a good deal.

## IN THE NEWS

(Con. from Pg. 1)

### SHELBY OUT

LANGHORNE, Pa., May 17----John Dodd, Jr. drove a 1959 Ford to victory here today in a 100-mile race, averaging 74mph. Carroll Shelby won his class in the prelims with a Cad Spl., but mechanical trouble kept him out of the finale.

### VIRGINIA RALLY

CHARLOTTESVILLE, Va., May 17--Barbara and James Bickham won the first Virginia Reel sports car rally.

The Bickhams finished with a total error of only 56 seconds. Second was the Porsche entered by Buel Kinne and Sam Fast, with 71 seconds. Third went to the Volkswagen of Paul Stephans and Willard Whisler, 115 seconds.

The rally was conducted by the Washington Region of the SCCA.

# 293 Cars In CSCC Races

Believed to ba a national entry record, a total of 293 cars are entered in the Cal Club's 11th Santa Barbara sports car road races Saturday and Sunday (May 30-31).

Lance Reventlow and his sensational Scarab top the big car main event lineup. Ken Miles figures to a major threat in an RSK Porsche. He drives an RS in the under-2000 race.

Charles Howard III and Sam Weiss both have new RSK Spyders. Jay Chamberlain will be behind the wheel of a terrific 2-liter Lotus.

# Lovely Wins With Lotus

SHELTON, Wash., May 24-Boyish-looking Pete Lovely, one of the top sports car drivers in the country, averaged 98mph in a Lotus here today to win the 20-lap feature in the Forest Festival races. The airport course measures 3.2 miles.

Races were staged by the Northwest region of the SCCA.

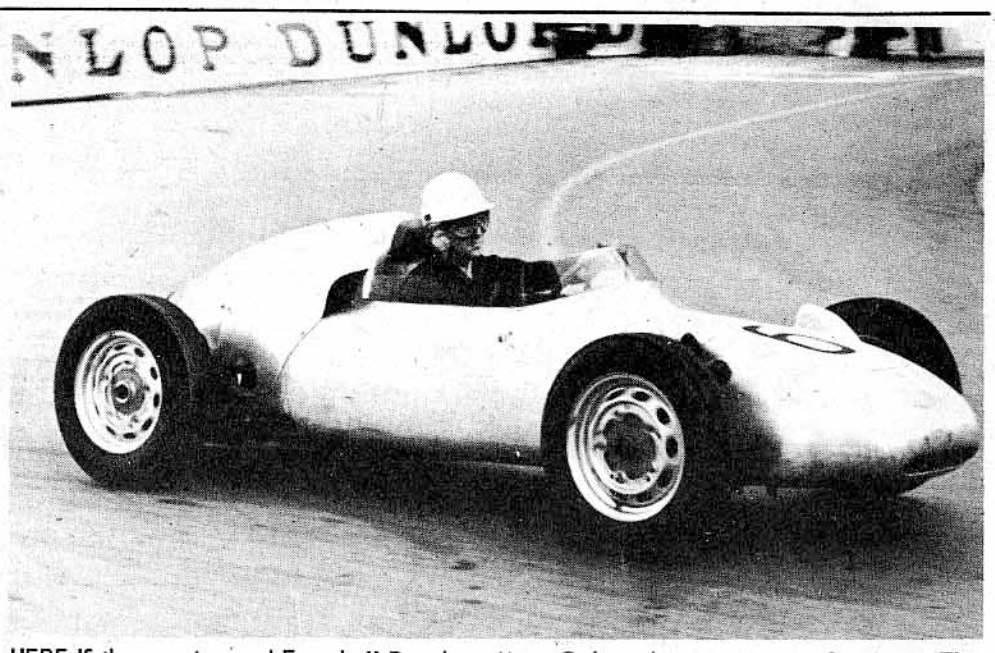
Tom Carstens, one of the veterans of sports car racing in this part of the country, showed up with his new English Lister. But it had two fouled sparkplugs. Special wrenches were needed. They were some 25 miles away in Tacoma.

Tad Davies won the 10-lap big production car race in a Corvette. His average was 96mph. Corvettes also were 2-3--Dean Geddes and Larry Eaves. A novice race also saw Corvettes take 1-2-3---Starr Calvert, Bill Fleehart and Walt Fraury.

Following Lovely in the modified race were Lew Florence, 3.5 Ferrari, and Dave Troffer, Corvette Spl.

The small production car race was dominated by Alfas. The winner of the 10-lapper was Don Tindall.

About 4000 people saw the races, held in threatening weather.



HERE IS the new six-speed Formula II Porsche at Monte Carlo in the recent Monaco Grand Prix. The pilot behind the wheel is the German, Count Wolfgang von Trips. (Photo by Henry N. Manney III)

# Porsches Take 1-2-3-4

PALERMO, Sicily, May 24-The German Porsches reigned supreme here today in the second 1959 sports car race for the manufacturers' world championship.

And Ferrari (which had won the first one, Sebring) had bad luck.

Porsches took the first four places in the 43rd running of this gruelling 630-mile race over a 45-mile course of mountainous public roads.

The winners were Edgar Barth and Wolfgang Seidel of Germany.

Second, 20min behind the winning 1498cc Porsche, were Germans Herbert Linge, Paul Strahle and Eberhard Mahle, who were also third, sharing a Spyder and coupe.

### Porsche Leads

Porsche now leads Ferrari, 12 points to 8.

Leading at the start of the last lap was the Porsche of Count Wolfgang von Trips of Germany, and Joakim Bonnier of Sweden. But it broke down just nine miles from the finish and the $9000 first-prize money. Von Trips was at the wheel at the time.

There were 57 starters, and there were 30 cars broken down all over the mountainous circuit. Some cars burned, including a privately-owned $15,000 Ferrari.

The favored Phil Hill-Olivier Gendebien Ferrari faded with a broken differential after one slow lap.

(Editor's Note - None of the stories from Europe mentioned whether Dan Giviney, of Riverside, Calif., was a starter.)

Five hours before the finish whatever threat Ferrari offered fizzled when the Jean Behra-Tony Brooks factory entry hit a bridge. Earlier, Behra flipped the car. But it was righted, they worked on it in the pits and Brooks took over.

### Ferrari Burns

The private Ferrari entry of Giorgio Scarlatti-Julio Cabianca, tuned by the factory, caught fire at high speed. Cabianca extinguished the blaze, but soon withdrew.

Miraculously, injuries consisted of a cut forehead and the veneer chipped from Behra's plastic ear. He lost his right ear in a 1955 accident. He said it was no matter ---he had plenty of other ears at home.

# PORSCHE DUMPS HOFFMAN

NEW YORK, May 25.----The rumor that has been making rounds for many, many months is true---Porsche is dumping Max Hoffman, who has made money selling imported cars than any other individual or firm in the United States.

AUTOMOTIVE NEWS reported today that Porsche is terminating its exclusive US importing and distribution agreement July 31 with Hoffman-Porsche Car Corp.

Said the Authoritative Detroit paper: "Porsche is expected to set up a separate organization on a regional basis. Hoffman will be one of the distributors and will operate in 'a limited area on the East Coast.'

"The auto maker reportedly feels that smaller, more concentrated distribution would guarantee better service and customer attention.

"Sources close to Porsche say the company has been 'much concerned for some time' about the sales and service organization provided by Hoffman as the sole US importer."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Pinin Farina

Farina Visitor

Famed Italian coachbuilder Pinin Farina was a visitor last week at the Beverly Hilton Hotel.

Regarding labor problems in Italy, he said the average wage of an auto worker there is 50 cents an hour, with the government social security program requiring employers to put up a similar hourly amount in pension money.

Farina said it is extremely difficult to fire Italian workmen, thus minimizing strikes and other big labor problems. Communist-dominated unions have just about faded from the picture, he added.



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# LETTER FROM CANADA

19 Cavendish
Toronto, Ont., Canada

Dear Gus,

As Tom Wilson would say, we are enclosing the results of Canada's first professional sports car race.

It was a day never to be forgotten by the followers of the sport in this area. Until May 9, 1959, the largest crowd ever to witness a sports car race was about 7000; at least we can only be sure of the events here in the east, but last Saturday 10,000 broke the record.

The weather was perfect – sunny skies, no clouds and for once, at Harewood, the wind had disappeared. The race was delayed until 1:30 to let more people in and at 3 they were still streaming into the course. There were several new features, such as a marching bugle band. It all added to the colour of the day. One of Toronto's models, Miss Elona Cross, was Miss CRDA and started the race with a real bang – well you know what I mean.

### Corvette First Into The Turn

A few of the impressive cars were missing. George Constantine had trouble with the Aston Martin at Daytona, Bob Bucher did not show in a RS Porsche. Too bad – might have been the winner, and of course North America's only MK 15 Lotus with the 2 litre Climax, owned by one of our members, Harry Entwistle (ran for 9 hours at Sebring), did not make it due to frame troubles. But we did have a brand new 300S Maserati from Detroit that never seemed to be pushed to its limit.

Right on the dot of 1:30 the flag was dropped and, with a Le Mans start, the race was on. The first car into the turn was Greenblatt in a '59 Corvette, but soon lost the lead to Denny Coad in the MK 9 Lotus, Many thought this was the end. Denny used to be a long distance swimmer, and his car has never failed to finish a race.

However, Carter in the XK SS Jag decided after about 15 laps that it was time to make his bid and moved out in in front while the rest of the boys scrambled for a position they felt they could hold for the 300 miles.

After one lap, the first car had dropped out – Clark in the Austin Healey, with a faulty oil pump; he was followed eight laps later by Shaw in the Devin TR special. After several trips through the grass, Cook, in the Maserati, settled down two or three laps behind the leader Carter in the XK SS. The Jag ran like a Swiss watch for the total 135 laps, with Hill taking over at about 3 and Carter again at just after 4 o'clock.

In the production classes, Ed Leavens, in a Twin Cam MG, led the under–1600 group until 4:47, when he came in with fuel pump trouble and lost seven laps while in the pits. The Bartels/Bradley 1600 Super Porsche coupe took over first place then and held on until the race end at 5:45. Ted Hog, a local stock car driver, completed only 3 laps of practice before blowing up an MGA. He was to co-drive another MGA but it belw up after 11 laps. Janda's Alfa coupe ran its bearings on the highway before the practice and went out in the race with the same trouble after 27 laps.

Fred Hayes of this year's Sebring Sprite team drove 127 laps of the 2.3-mile course and led the over-1600 class in his 3-litre Austin Healey. Jim Duncan drove his TR3 until 4:15, when Rowntree took over until 4:35, went out again to finish second in class and 5th overall.

The under-1500 modified cars did not fare so well – the Lotuses in particular, with the MK 15 not starting, Coad in MK 9 dropping out after 57 laps with a broken frame and the Polivka/Wallace MK 11 crossing the line on the starter after shearing the distributor gears.

The only so-called manufactured car in this class to finish was the Bradley/Cook Elva with the 1290cc Alfa engine. In this class you have to build them sturdy to finish. no room here for frames built out of old Planter's Punch straws.

Naturally the pit stops were a sight to behold. The Bartels' Porsche had a full crew from Volkswagen Can. Ltd. and it was obvious that a lot of pracitice had gone into their preparation. Some of the crews were not so fortunate and it was a shame to see them struggling with a jack or a wheel, and one could not but think of that old saying "haste makes waste". The Corvette pit crew put a new axle in. This took about 30 minutes after it was donated by one of the spectators.

### The Race Proved A Big Success

This was the first event for the organizers – the Canadian Racing Drivers Association – and it was a success in all ways. A small club of only just over 40 members with 20 of them competing. We are very proud indeed. The publicity was almost unbelievable, with great co-operation from the press boys here in Ontario. There were many who said we would never make it. This made them sit up and take notice. We have established ourselves as THE organizers in the east. We will use our profit to run more drivers' schools this year and should the road course be finished this year, we will run another race before the season ends.

Regards,

(signed) ED Clem,

publicity and public relations,
Canadian Racing Drivers Assoc.

**MOTION PICTURE** actress Tania Velia helps driver Jay Chamberlain into his lucky hard hat as he prepares for the Santa Barbara races. Chamberlain's sports car, for which he is national distributor, is the new 2-liter Lotus.

# SLIGHTLY MODIFIED

By W. R. C. Shedonholm

"MONSIEUR, THAT SPRITE of yours looks very much like a hungry frog!"

"Yeah? You're the one who looks like a hungry frog!"

"Ah, but I am, mon petit. Pierre LeClerc is the name and I'm simply famished. My card, sir. My second gears will call on you in the morning. Shall we say Berkeleys at 15 races?"

"Take your foot off the hood, Frenchy, or I'll fire up the boiler and flip you right on your Parisian bazoo."

"I should not do that if I were you, monsieur, or I shall be forced to pick up that little car and shake you out of it like a peanut from a can."

"Yeah, you try it, Mac, and I'll run over your foot!"

### Power Questioned

"Don't be absurd, lapin, you do not have sufficient power to run over my foot."

"Yeah? Well I'll run over your toes, then, and you'll be sorry."

"Ah, no, tet du bois, it is you who would be more sorry than I, for I should merely flick my ever-so-nimble toes and flip you and the little car many meters into the sky."

"Get the foot off the hood before I run into you and break your ankle!"

"Monsieur, if I were not entirely bored with you and that ridiculous little car, I would tie a string to it and use the both of you for a yo-yo."

"Eh, so's your old man!"

"Precisely, mon petit yahoo, Pierre LeClerc, the elder, agrees with me in everything."

* * *

### Gold Rush

Did you hear about the miner who was killed in an accident. His friends started dropping gold pieces in his coffin as they filed by, to make sure he had enough cash with him when he arrived "on the other side." When it got up to $800 in gold, the last mourner stood looking down at his friend's body.

"Poor old Sam," he said, "I'll give $200 to help him on his way. Only trouble is I don't have the cash with me. I'll write him a check. I'm sure it'll be good up there."

So he wrote out a check for $1000 and took $800 in change.

C.R.D.A. 500 Kilometres
Harewood Acres, Ontario
May 8-9, 1959

OFFICIAL RESULTS Course: 2.3 miles; 135 laps

| Car # | Car | Driver(s) | Laps | Position in Class | Position in Overall | Qualify Times |
|---|---|---|---|---|---|---|
| **Under 1500cc modified** | | | | | | |
| 1 | Elva Mk.3 | Bradley/Cook | 110 | 2 | 16 | 2.01 |
| 2 | Lotus Mk.11 | Polivka/Wallace | 71 | 3 | 21 | 1.50 |
| 3 | Elva Mk.3 | Davison | 100 | DNF | - | - |
| 4 | Jomar | Saidel | 14 | DNF | - | 1.56 |
| 5 | Climax Special | Whitehead/Lucas | 127 | 1 | 3 | 1.55 |
| 6 | Lotus Mk.9 | Coad | 57 | DNF | - | 1.46 |
| 7 | Ford Special | Granston | 88 | DNF | - | 2.02 |
| **Over 1500cc modified** | | | | | | |
| 12 | TR-Special | Shaw | 9 | DNF | - | 1.5. |
| 15 | Sadler-TR | Low | 96 | 3 | 18 | 2.06 |
| 16 | Austin-Healey 100S | Sutherland/Entwistle | 45 | 4 | 22 | 1.57 |
| 17 | Maserati 300S | Cook/Bradley | 132 | 2 | 2 | 1.50 |
| 19 | Jaguar XKSS | Carter/Hill | 135 | 1 | 1 | 1.48 |
| **Under 1600cc production** | | | | | | |
| 21 | MGA | Hogan/Harrop | 11 | DNF | - | - |
| 22 | DKW Monza | Fisher | 121 | 2 | 7 | - |
| 23 | MGA | Lowrey | 113 | 6 | 14 | 2.06 |
| 24 | Porsche | Bartels/Bradley | 124 | 1 | 6 | 2.00 |
| 25 | Porsche | Farrow | 121 | 3 | 8 | - |
| 26 | Alfa-Romeo | Janda/Schwendau | 27 | DNF | - | - |
| 27 | Alfa-Romeo | Bell | 119 | 5 | 10 | 2.09 |
| 28 | MG Twin Cam | Chisholm/Grant | 31 | DNF | - | 1.56 |
| 30 | MG Twin Cam | Leavens/Bovaird | 121 | 4 | 9 | 1.56 |
| 41 | MG Twin Cam | Clubine/Haigh | 107 | 7 | 17 | 2.00 |
| **Over 1600cc production** | | | | | | |
| 31 | Triumph TR3 | Duncan/Rowntree | 125 | 2 | 5 | 1.55 |
| 32 | AC-Bristol | Sullivan/Hanna | 117 | 4 | 11 | 2.02 |
| 33 | Austin-Healey 6 | Ecklund/Schaeffer | 117 | 3 | 12 | 1.58 |
| 35 | Austin-Healey 6 | Clark | 1 | DNF | - | 1.56 |
| 36 | Austin-Healey 6 | Hayes | 127 | 1 | 4 | - |
| 38 | Triumph TR3 | Biggins/Cameron-Smith | 82 | 8 | 20 | 2.05 |
| 39 | Triumph TR3 | Peck/Bowles | 116 | 5 | 13 | - |
| 40 | Austin-Healey 6 | Durbin | 111 | 6 | 15 | - |
| 42 | Corvette | Greenblatt/Roncarelli | 94 | 7 | 19 | 1.54 |

Total elapsed time: 4 hours, 14 minutes, 58 seconds
31 cars started; 22 cars finished

The CRDA 500 Kilometres was organized by the Canadian Racing Drivers Association
42 Burton Road, Toronto 10, Ontario, Canada

PRIZE MONEY---Overall 1st, $300; 2nd, $200; 3rd, $100. Classes, 1st, $300. 2nd. $225: 3rd. $100: 4th. $150; 5th, $75; 6th, $50.

# SHORT TAKES

Double jolt of bad luck: Death took two well-known to Southland sports car fans---Jerry Unser, from burns suffered while practicing for the 500 at Indy; and George Ashie of Concours Body Shop, who never missed a race with his tow truck, from cancer.

For the third year the Long Beach MG Car Club has won the Nuffield trophy as the top North American MG center, the award coming from MG Car Club of England, Abingdon-on-Thames.

The Grand Prix of Pau in France, on May 18, was won by Maurice Trintignant, Cooper Borgward, 57.3mph avg. for 137.1 mi. Bruce McLaren and Lucien Bianchi followed in Cooper-Climaxes.

Ron Ferreira, the star Oakland photog, is getting a good reception showing his racing movies at No. Calif. sports car clubs.

Bill Morey reports Glendale FCCA and Foothill FCC present the Highland rally June 7; the 100-miler ends at the Tam o'Shanter Inn concours, where "Sandy" MacBrosius will host from 11 a.m. on.

The Marana Airport Course, near Tucson, was scene of the Southwestern State Speed Trials jointly sponsored by the Southern Arizona Sports Car Club and the University of Arizona Sports Car Club. The potent Pontiac-powered Townsend Special, piloted by FRANK TOWNSEND, scored BTD with a 3:58 3/5 for 3 laps around the 1.9 mile course. The favored entry, the 5.1 Ferrari of BERKLEY CHARVOZ, suffered gearbox bothers that prevented it from running. Class Winners: TOWNSEND, Townsend Special; JACK VOEVODSKY, Corvette; ROBERT HULTING, Jaguar XK 120; RON LEONARD, AC Bristol; HANK CANDLER, Porsche 1600S; BILL ROGERS, Porsche 1600; MEL THIEME, Alfa Romeo; DICK BELLOWS, AH Sprite.

New prexy of the TR Owners' Club is FRAN SMITH.... Corvette Club of Pasadena meets June 9 at 137 So. Lake St., 8 p.m. Final plans will be made for the big Turisimo de Corvette II rally, to be staged by a number of Corvette groups June 28; Corvettes only...Calif. Imported Car Club holds its Flag rally June 14 from 10150 Lower Azusa Rd., El Monte, according to HAROLD CLIFF; GI-1230 for info...A certain hotel publicity director now knows better and in the future will not be duped by the town's No. 1 busybody who muscled in and "directed the show" when an automotive notable visited here recently.

# Forno (Porsche) At Thompson

THOMPSON, Conn., May 24,---The fabulous Porsche continues to triumph.

An RS, driven by Phil Forno, New York, averaged 65.71mph in winning the 15-lapper over a 2-mile course here today. Twenty-five seconds behind was Gaston Andrey, in a 2-liter Ferrari Testa Rossa.

Briggs Cunningham, Lister-Jaguar, was third. Following were Gil Geitner, 2-liter Ferrari, and Floyd Aaskov, Lotus, also class winner in G modified.

Other overall and class winners: Bob Davidson, Austin Healey; Cunningham, OSCA; Loren Lorenzetti, MGA; John Hearst, Jr., Deutsch Bonnet; Harry Carter, Jaguar 150S; Harry Blanchard, Porsche GT; Charles Rainville, Alfa Romeo; Jack Meyer, Cad Spl.


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From San Gabriel Valley, Pomona, take San Bernardino Freeway to San Gabriel Blvd., Pass up old store, go North on San Gabriel to Colorado, Left on Colorad to Hill, Left on Hill to Green, Right on Green to 1127 .

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San Francisco Newsletter

# Dear Gus

By TOM WILSON

## AREA CHAMPS SOUGHT FOR LAGUNA SECA RACE

DEAR GUS:

The big news from these parts is the apparent success of the Pacific Coast Championship deal as sponsored by the combined western SCCA regions. Conceived by those two stalwart governors from the west, Clark McCartney and Tracy Bird, the idea of a western championship was for the whole deal to act as an antidote to that phony championship sponsored by the national SCCA.

With no western national races, it was apparent that the many good drivers in these parts were getting the wrong end of the stick. After the M & B coalition got rolling it was not long before the mid-west regions took up the idea and now it appears that the boys might get together and set up some real champs, who made it the hard way.

SCRAMP, the operators of the Laguna Seca Course, have appointed a new general manager, Greg Teaby, and the boy is very enthusiastic about bringing the area champs together for his October 24-25 date. This date might be a little early for the Arizona regions but if those boys will get on the ball, they could run off their PCC race early in October and since it would be the last PCC race of the season, it should draw well. If the competition is close, all of the top drivers would be sure to make that one and a good field of drivers would make it one of the biggest races of the season.

The June PCC race will be staged at Laguna Seca. There is an entry limit of 30 cars in each race, with no sedans or novice drivers. It appears it will be a case of first come. Of course, SCCA members will be given preference.

### Rothermel Gets Nod

Teaby has appointed Ted Rothermel, "The Barefoot Boy From Belmont," to be in charge of "course safety and crowd control". This has met with the hearty approval of Jim Lowe, R.E. of the SF region and come race day, the course will be in its best condition for racing and viewing. Rothermel will act as advisor to SCRAMP in all matters pertaining to safety and he is one boy who knows all the angles on course safety. For years he handled this detail at the original Pebble Beach course and you will agree that it was a man-sized job. Eventually the cars got too big and too fast for that very tight course and the race was moved to Laguna Seca.

John Miller, activities chairman of the SF region, has completed his racing schedule.

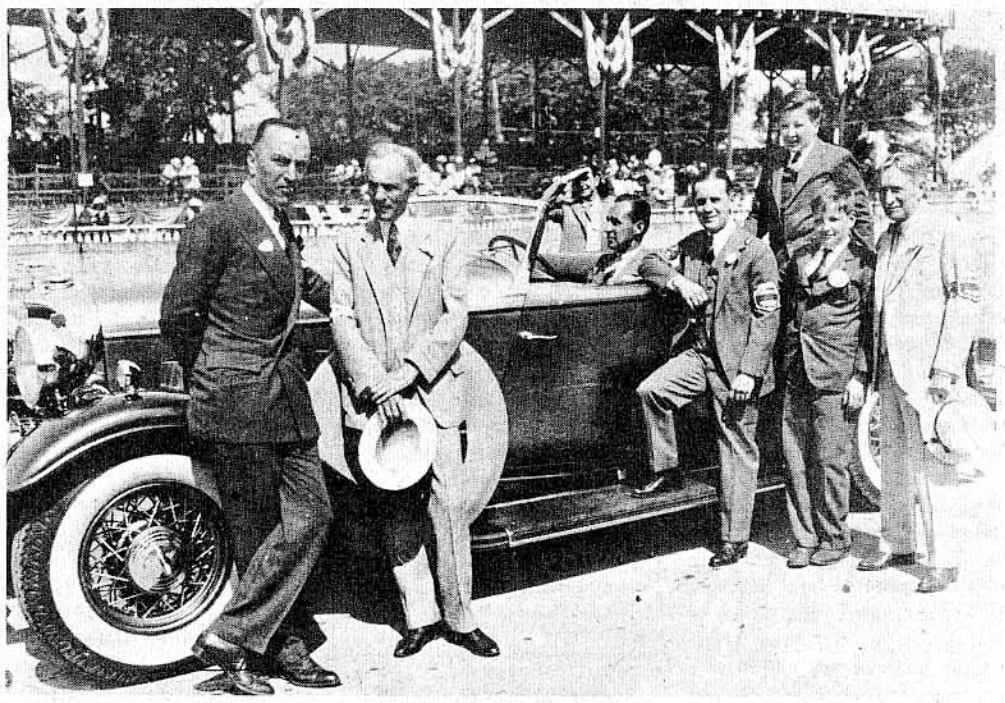
Tentative dates of July 4-5 have been set for a regional race at the Cotati airport and that course has always been a big attraction for the race drivers. Chick Leson, et al., have moved their RDC driving school sessions to this course and it appears that the operator of this course is a real live wire who knows what he is doing.

### Airport Races

The contract has been signed for a weekend of racing at the Tracy airport, Aug. 15-16, and the Madera airport will take the Sept. date on the 12th and 13th. The boys will come back to Laguna Seca for the proposed western championships Oct. 24-25, a date which is very firm regardless of the championship status. A tentative date has been set with Vaca Valley Raceway Nov. 14-15. This track recently changed managers and it is hoped that order will supplant chaos, but this date will be made definite in the near future. This is a story in itself and contains all the horror and suspense of road racing promotion. If you are thinking of promoting a race course, Gus, hear this story before you sink the family jewels. It is not an automatic gold mine or have you already heard about Riverside also?

This all adds up to a very strenuous program of work for someone but by correlating this schedule with the other western SCCA regions, it should provide plenty of racing without any serious conflict of schedule. For once the boys have got together and assigned reasonable dates to please all concerned. You can thank the SF region for refusing to lay still for some of those past deals.

With best regards,
tom wilson



ATTENDING AND participating in the Indianapolis race in 1932 were (left to right): Eddie Rickenbacker, Henry Ford, Edsel Ford, Harvey S. Firestone, Jr., Henry Ford II, Benson Ford and Harvey S. Firestone. On occasion of Firestone's Golden Anniversary of auto racing, last week Indy Speedway paid tribute to the fire firm for "its many contributions to the progress and safety of racing."

# Laguna Seca Races For Coast Points

MONTEREY, Calif., May 27---The SCCA San Francisco region's June 6-7 Laguna Seca races on the Monterey Peninsula are the second of 10 Pacific Coast championship races in 1959 to determine Sports Car Club of America Champions in the West.

Some drivers and racing enthusiasts have proposed that turn 2 be re-worked to make easier to negotiate. The turn is flat, breaking into a dogleg to the left with a bank on the right side. Greg Teaby, general manager of Sports Car Racing Assn. of Monterey Peninsula, reports that the turn might be stacked with hay bales to keep traffic in a single column but no radical overhall would be necessary.

# Letters to MOTORACING

## CRITIC ANSWERED

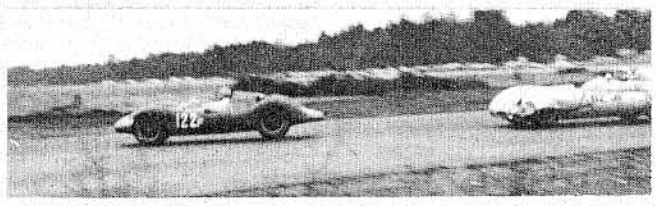
In your publication MOTORACING, I notice a finely-printed heading to the "Letters to MOTORACING" column which states, "We assume no responsibility for statements in letters". Does this exonerate your publication from damaging statements by non-responsible, self styled race experts, such as the author of "Northwest Beef"? If this newspaper critic and motor racing expert were really interested in improving motor racing in this area, he might try contacting the sponsoring club and offer his expert services.

After reading the subject letter, I question the fact that the author even attended the race. He describes the main event as follows: "Pete Lovely's Ex-Pooper damn near lapped the whole field, including cars having twice the displacement. Big Deal!"

This is what really happened: The Pooper, driven, owned and maintained by Tom Meehan, obtained the lead on lap no. 11 after the two leading cars, (no. 1. Ferrari TR driven by Doc Becker and no. 2. Chrysler Kurtis, driven by Tom Carstens), retired. Three laps later, Meehan lost the lead to Pete Lovely, driving the new Twin Cam, MK 15 Lotus. On the next lap Meehan regained the lead and went on to win five laps later. During the last eight laps, no more than three seconds separated the first two cars. Meehan averaged better than 92! Maybe not a "Big Deal" but pretty fair racing. I also have official race charts to substantiate this story.

Sure, Southern California sports car racing is the finest in the USA; however, it didn't just happen that way. Vicious, slanted criticism didn't develop it either. ...

Rod Menning
Seattle



ROD MENNING of Seattle sends this shot showing the Pooper chaser after recent Shelton, Wash. SCCA race. Crumpled left fender of Lotus resulted from lash-up with George Keck's Porsche RS. Porsche's tail-pipe was closed and engine, suffering from exhaleitis, stopped dead.

## MIDWEST TITLE FACTS

I have just returned from a trip and found my copy of the May 8 issue of the paper and I read Tom Wilson's column. I was surprised to find reference to our little championship affair in the midwest, so I thought I would give you the story so you will have the actual facts.

Dale Duncan our region's only Grand Prix driver, who competed in the Aintree 200 May 18, suggested the idea. The thought was to have an area championship for drivers in the midwest. Originally, we conceived champions in only two classes---over and under-1100cc modified.

The following regions are involved, representing the area between the Mississippi and the Rockies and Minnesota to Oklahoma: Kansas City, Ozark, SIR, St. Louis, Colorado, Kansas, Neokla, Oklahoma, Iowa, Land O'Lakes, Nebraska, Des Moines Valley, and Arkansas. However, any SCCA driver may compete in this championship and will be awarded points even though he does not reside in our geographic area. Championship races were scheduled as follows:

Rolla, Missouri (Vichy) May 23-24, St. Louis region, Coffeyville, Kan., May 30-31, Kansas City region; Garnett, Kan., July 4-5, Kansas City region; Aurora (Denver), Colo., July 11-12, Colorado region; Sioux Falls, S. Dak., July 26, Land O'Lakes, region; Independence, Kan., Oct. 3-4 Kansas City region; Okla. City, Okla., Nov. 1, Oklahoma region.

After sending announcements to all the regional executives involved, the response was so enthusiastic we decided to increase the classes to include a special class for women in all classes and production divisions in classes B, C, D, E, F, and G, in addition to the two champions---over and under-1100cc modified.

The trophies will be presented by the Kansas City Region. Dale Duncan is chairman of the program.

The West Coast drivers and those in the New England area have their own championship programs.

At this time, I would like to say how much I have enjoyed MOTORACING and extend my best wishes to you fellows. Keep up the good work.

William A. Ong,
Regional Executive,
Kansas City Region,
SCCA, Inc.

## PRAISE FROM ITALY

I have just received your last issue of MOTORACING and I really want to congratulate you for the new format and especially for the way in which the publication is printed. The reproduction is a great success and the photographs absolutely excellent. Just for curiosity's sake...when you write please tell me if at present MOTORACING is printed in a different way with other machines, or a new process.

At the same time, please tell me your advertising rates, because perhaps we might place an ad for Velocita.

Athos Evangelisti,
Editor-in-Chief,
Velocita, Bologna, Italy

EDITOR'S NOTE—This will answer many, many queries received by MOTORACING. The last four issues have been printed by the offset process, the No. 1 benefit being the remarkable photographic reproduction. For nearly four years MOTORACING had been printed in letterpress, with either zinc or Fairchild plastic cuts used for the photo reproduction.

Read MOTORACING.

Read MOTORACING. Subscription blank on Page 3.

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# West Coast Point Leaders

BY ERIC HAUSER

The following races are included in the scoring: Pomona, Pomona GP, Vacaville, Stockton, Del Mar and Salt Lake City. When race entry is of poor caliber, points awarded for top positions are usually reduced.

MODIFIED OVER 2000cc
1. B. Krause, Maserati 28
2. J. Flaherty, Lister Jag 27
3. R. Ginther, Ferrari 19
4. D. Gurney, Ferrari 17
5. S. Hudson, Ferrari 14
6. C. Daigh, Kurtis 11
7. L. Ruby, Maserati 10
8. J. McAfee, Ferrari 9
8. B. Oker, Aston Martin 9

CLASS E MODIFIED
1. S. Weiss, Porsche 51
2. K. Miles, Porsche 38
3. G. Glyer, Ferrari 27
4. J. Chamberlain, Lotus 17
5. E. Vincent, Ferrari 10
6. J. Nethercutt, Ferrari 8

CLASS F MODIFIED
1. B. Drake, Cooper 22
2. D. Wester, Porsche 15
3. J. Flagan, Porsche 14
4. B. Donner, Porsche 12
5. S. Conklin, Lotus 10
5. C.R. Haworth, Porsche 10
6. B. Leyden, Osca 8
6. L. Robertson, Porsche 8

CLASS G MODIFIED
1. A. Snyder, Lotus 49
2. J. Lowe, Lotus 21
3. F. Monise, Lotus 15
4. J. Reddish, Lotus 14
5. S. Conklin, Lotus 10

CLASS H MODIFIED
1. B. Molle, Fairchild 18
1. H. Jones, Lotus 18
2. E. Freutel, Lotus 11
3. C. Gardner, Lotus 9
4. D. Miller, Miller 8

WOMEN OVER-1600cc
1. L. Scott, Talbot 10
1. M. Dixon, Maserati 10
2. L. Wood, Healey 7
3. B. Mieland, TR 5
3. G. Liebaert, AC 5
3. G. Tara, Morgan 5

WOMEN UNDER-1600cc
1. S. Baker, Porsche 22
2. P. Baxter, Lotus 11
3. M. Davis, Cooper 10
3. C. Duncan, Lotus 10
4. K. Bliss, MGA 9

CLASS B PRODUCTION
1. V. Mayell, Corvette 20
2. H. Harn, Corvette 18
3. A. Porterfield, Corvette 16
4. B. Bondurant, Corvette 13
5. F. Grant, Corvette 11
5. R. Altman, Corvette 11

CLASS C PRODUCTION
1. H. Richardson, Jaguar 22
2. D. Mears, 300SL 17
3. T. Roberts, Jaguar 11
4. D. Hidenour, Jaguar 8

CLASS D PRODUCTION
1. J. Moore, Porsche 19
1. D.D. Michelmore, Porsche 19
2. J. Breskovich, 1003 15
3. C. Parsons, Porsche 14
4. B. Harris, AC Bristol 11

CLASS E PRODUCTION
1. R.W. Kastner, Triumph 24
2. R. Bucknum, Porsche 20
3. B. Hinshaw, Morgan 12
3. L. Spencer, Morgan 12
4. W. West, Morgan 10
5. G. Pickens, Triumph 9
5. C. Parsons, Porsche 9

CLASS F PRODUCTION
1. J. Lumkin, MGA 14
2. S. Froines, Alfa 12
3. B. Greenland, Porsche 12
4. F. Aldhous, Alfa 11
4. M. Roetner, Alfa 11
4. N. Sanders, MGA 11

CLASS G PRODUCTION
1. D. Hayward, Alfa 20
1. J. English, Alfa 20
2. D. Burhop, MG 10
2. N. Sweetzer, MG 10
3. S. Dredge, MG 8

CLASS H PRODUCTION
1. W. West, Fiat 20
2. R. Pickering, Sprite 18
3. P. Binks, Sprite 13
4. J. Parkinson, Fiat 9

# Stanford Rally Winners

BY TOM WILSON
MOTORACING Staff Writer

SAN FRANCISCO, May 24--- The second annual Golden West Rally, an SCCA national event, took off from Monterey bright and early yesterday morning, full of pep and vigor. Twelve hours and 337 miles later they dragged into Sonora for the overnight stop.

The new champions, team of Stanford students, Frank Dinsmore and Phil Savage, drove an AC Ace. Their error was 93 points (one minute, 33 seconds) through 19 checkpoints, four of them being secret checks of which the contestants were never even aware, such as a Volkswagen changing a tire.

Tracy Bird, the double threat SCCA area governor from Arizona (racin' and rallyin') was the official observer from SCCA national.

## NEW RALLY DEAL

Gene Hammond, rally chairman for the San Francisco region and a member of the SCCA national rally board, has come up with a new deal in national policy. Convinced that the eastern rally crowd had a distinct edge in being able to qualify for the national championship, since they have at least eight rallies within a reasonable distance, he made a pitch for a second national rally in the SF region The board felt that any guy who wanted to work that hard deserved cooperation so they have come up with the "49er National Rally," to be run about the first week in November.

# Rallies

## JUNE

7--SAN GABRIEL VALLEY FCCA LES FOLIES DES FEMMES for women only 9, Clock at Las Tunas & Rosemead Temple City

9-13--RALLY OF THE MIDNIGHT SUN (Europe)

13--NORTHROP SCC SIERRA VI SCCSCC championship event. 12-hr. navigational, 5:01 Norair Division Northrop Corp. Hawthorne Calif. C. K. Enoch, rally master $5.

20-21--NASCAD MIDNIGHT 'TIL DAWN SCCSCC open ralle 11:31, Stonewood Restaurant, Firestone & Lakewood 6½ hrs. $4. Ruth Hamilton OWen 7-7675.

27--SFVFCCA ECONOMY RUN.

27-28--CLOCK & DIAL (Sacramento) Big Ben 10½ hrs. n & v, $2.50. 2000 Verano St., No. Sacramento, Calif.

28--PORSCHE OWNERS' CLUB, SIDEWINDER SLALOM SCCSCC championship event.

# Rally 'Round

With Duane and Jerrie Sparks

(Cont. from Pg. 1)

title holders) grabbing 4th over-all and 2nd SCCA, while Anna and Gordon Capito took third best SCCA with their 9th place spot. These were the only three SCCA contestants to place in the top ten, which may be an indication that these national championship events are beginning to attract competent rallyists from the "outlaw" clubs.

* * *

The previous weekend saw the running of the 7th annual Lockheed 24 Hour rally under the direction of Howard Frank. This year the 24 drew 137 entrants, most of whom stayed with the thing for 24 hours. It requires quite a stretch of the imagination to regard this version of the traditional event as being in the same class with its predecessors.

True, it required 24 hours to complete the course but an analysis of the instructions and times reveals that there were only some 10 3/4 hours of navigation along with 4 3/4 hours of free mileage and 8 1/2 hours of rest stops. Of the less than 11 hours of actual rallying, the only three legs which contained anything resembling a navigational rally of championship stature were thrown out--apparently simply because a few contestants filed protests.

We felt there was basically nothing wrong with the rally that about 100 hours of tender loving care on the part of the rallymaster would not have corrected. It was unfortunate that it was impossible for Howard to devote as much time to putting in those fine touches which raise a rally from the humdrum to the challenging.

# Various Rally Results

SAN FRANCISCO REGION SCCA GOLDEN WEST MAY 23-24 GENE HAMMOND RALLYMASTER 94 CARS

| POS. | DRIVER | NAVIGATOR | CAR | | ERROR |
|---|---|---|---|---|---|
| 1. | Frank Dinsmore | Phil SAVAGE | A C | Stanford | 1:33 |
| 2. | Mel DeLoof | Juanita DeLoof | Jag | SCCA LA | 2:14 |
| 3. | Doug Rich | Pete Ankersmit | Porsche | SFSCC | 2:27 |
| 4. | Joe Bechtel | Celia Bechtel | Porsche | SCCA LA | 3:02 |
| 5. | Olen Nance | Doug Mumma | Corvette | Twin Valley | 3:12 |
| 6. | Perc Bliss | Bill Bliss | Porsche | P O C | 4:13 |
| 7. | Homer Richardson | Harold Schell | TR-3 | Twin Valley | 4:19 |
| 8. | Duane Sparks | Ted Sparks | T Bird | Rallymasters | 5:01 |
| 9. | Anna Capito | Gordon Capito | Lancia | SCCA LA | 5:04 |
| 10. | John Quincy | Bill Taylor | MG A | Sierra | 5:10 |

SANTA MONICA PCCA DILEMNA MAY 24 DICK COULTER RALLYMASTER 40 CARS

| POS. | DRIVER | NAVIGATOR | CAR | CLUB | ERROR |
|---|---|---|---|---|---|
| 1. | Dick Ecker | Ann Quinn | Alfa | SGVPCCA | 29.46 |
| 2. | Dick Lovell | Carol Lovell | Porsche | SMPCCA | 38.40 |
| 3. | Louis Mock | Dan Murphy | Alfa | - - | 39.52 |
| 4. | Harry Peterzell | Joyce Moore | Jag | SMPCCA | 53.45 |
| 5. | R. W. Collis | Bettie Collis | 190SL | - - | 1:12.27 |

LOCKHEED SCC 24HOUR VII MAY 16-17 HOWARD FRANK RALLYMASTER 137 CARS

| POS | CAR | DRIVER | NAVIGATOR | MAKE | CLUB | ERROR |
|---|---|---|---|---|---|---|
| 1 | 30 | Blunt, Donald | Piety, Robert | Studebaker | LB Doug. | .21 |
| 2 | 14 | Coulter, Richard | Nesbitt, Al | MGA | FCCA-SM | .33 |
| 3 | 10 | Rosen, Sandra | Rosen, Bob | TR-3 | FCCA-SM | .40 |
| 4 | 15 | O'Brien, Jerry | Simpson, D. | Porsche | LB MG | .42 |
| 5 | 22 | Kiggins, Gene | Baxter, D. | Porsche | Tri-Ang. | .43 |
| 6 | 67 | Linder, Doug | Carlson, J. | Porsche | NRSCC | .52 |
| 7 | 96 | Hudspeth, Cal | Cole, Bob | MGA | LB Doug. | .58 |
| 8 | 8 | Pieper, Dick | Smith, Hank | Healey | FCCA-SM | .59 |
| 9 | 144 | Piercy, Bob | Harris, Larry | Alfa | FCCA-SM | .63 |
| 10 | 17 | Johnson, Stan | Sorenson, Al | Alfa | FCCA-SM | .71 |
| 11 | 2 | Higgins, Tom | Lovell, Dick | Porsche | FCCA-SM | .77 |
| 12 | 28 | Kermode, Dick | Costley, B. | TR-3 | FCCA-Com. | .87 |
| 13 | 12 | Chester, W.H. | Chester, Eliz. | Alfa | Rallymas. | .90 |
| 14 | 45 | Cook, Robert | Patraw, Geo. | Jag | Tri-Ang. | .93 |
| 15 | 11 | Hugill, Doug | Enoch, C. K. | TR-2 | NRSCC | .98 |
| 16 | 4 | Schumann, Flo | Schumann, C. | Healey | Southwest | .98 |
| 17 | 119 | Sparks, Ted | Sparks, Ann | VW | NRSCC | 1.04 |
| 18 | 47 | Dieffenbach, C. | Martin, G. | Healey | FCCA-Glen | 1.06 |
| 19 | 63 | Marchment, W. | Marchment, J. | Ford A | NRSCC | 1.11 |
| 20 | 78 | Doyle, William | Moyer, Marge | Healey | FCCA-SM | 1.12 |
| 21 | 90 | Wood, Robert | Taylor, Geo. | Jaguar | San Diego | 1.12 |
| 22 | 52 | Herman, Virg | Herman, Ginny | Healey | NRSCC | 1.12 |
| 23 | 13 | Wood, Hal | Wood, Chris | Porsche | Southwest | 1.13 |
| 24 | 86 | Cummins, Tom | Cummins, Emily | Healey | LB Doug. | 1.14 |
| 25 | 21 | Woodard, Jan | Woodard, Earl | Corv. | Rallymas. | 1.31 |

# Council Rally Leaders

UNOFFICIAL SCCSCC CHAMPIONSHIP RALLY STANDINGS

DRIVERS

| Pos. | Name | Club | (1) | (2) | (3) | (4) | (5) | Total |
|---|---|---|---|---|---|---|---|---|
| 1. | Dick Coulter | SMFCCA | 18 | 23 | 24 | 11 | 24 | 100 |
| 2. | Stan Johnson | SMFCCA | 16 | 12 | 22 | 19 | 16 | 85 |
| 3. | Doug Linder | NRSCC | 13 | 17 | 3 | 22 | 20 | 75 |
| 4. | Mel DeLoof | SWSCC | 0 | 22 | 14 | 25 | 0 | 61 |
| 5. | Ron Jones | SDSCC | 25 | * | 19 | 16 | * | 60 |
| 6. | Bill Chester | RM | * | 18 | 9 | 18 | 13 | 58 |
| 7. | Tom Higgins | SMFCCA | 0 | 19 | 0 | 24 | 15 | 58 |
| 8. | Dick Pieper | SMFCCA | 6 | 10 | 0 | 17 | 18 | 51 |
| 9. | Chuck Meredith | RM | * | 15 | 18 | 14 | 0 | 47 |
| 10. | Cal Hudspeth | LBDSCC | 7 | 9 | 12 | * | 19 | 47 |
| 11. | Diane McPherson | SWSCC | 23 | 0 | 0 | 23 | 0 | 46 |
| 12. | Howard Frank | SMFCCA | 20 | 24 | 0 | 0 | * | 44 |
| 13. | Flo Schumann | SWSCC | 3 | * | 10 | 21 | 10 | 44 |
| 14. | Ted Sparks | DSCC | * | 0 | 25 | 8 | 9 | 42 |
| 15. | Jerry O'Brian | NASCAD | 0 | 0 | 20 | 0 | 22 | 42 |

NAVIGATORS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1. | Al Nesbitt | SMFCCA | 10 | 23 | 24 | 11 | 24 | 92 |
| 2. | Jack Carlson | NRSCC | 13 | 17 | * | 22 | 20 | 72 |
| 3. | Al Sorensen | SMFCCA | 16 | 12 | 0 | 19 | 16 | 63 |
| 4. | Juanita DeLoof | SWSCC | 0 | 22 | 14 | 25 | 0 | 61 |
| 5. | Ann Sparks | NRSCC | 6 | 10 | 25 | 9 | 9 | 59 |
| 6. | Elizabeth Chester | RM | * | 18 | 9 | 18 | 13 | 58 |
| 7. | Dick Lovell | SMFCCA | 0 | 19 | 0 | 24 | 15 | 58 |
| 8. | Bob Cole | LBDSCC | 7 | 9 | 12 | 7 | 19 | 54 |
| 9. | Jerrie Sparks | NRSCC | 24 | 0 | 23 | 0 | * | 47 |
| 10. | Bob McPherson | SWSCC | 23 | 0 | 0 | 23 | 0 | 46 |
| 11. | Charlie Schumann | SWSCC | 3 | * | 10 | 21 | 10 | 44 |
| 12. | Don Simpson | NASCAD | 0 | 0 | 20 | 0 | 22 | 42 |
| 13. | George Taylor | SDSCC | 0 | * | 19 | 16 | 5 | 40 |

(1) Mark 1; (2) Don Diego; (3) DeWheele Bounce; (4) Great Western; (5) 24 Hour * – Did not compete

# DEL MAR RACES SUMMARY

Last issue of MOTORACING carried the chart on the main event at Del Mar, won by Sam Weiss (Porsche RSK) but complete summary was omitted owing to lack of space. Results of all races except the feature:

MAY 3 SUMMARY

PRODUCTION UNDER–1300cc (25 Laps) Time--39: 05.5 - Speed--46.9 mph. – 1) J. Parkinson, Fiat Zagato; 2) D. Parkinson, Fiat Abarth; 3) West, Fiat Zagato. CLASS WINNERS: I-West; H-J Parkinson; G – English, Alfa Giulietta.

A – Women (10 Laps) Time -- 14:52.8 – Speed -- 48.4 mph. – 1) Mary Davis, Cooper Climax; 2) Mary McGee, Ferrari; 3) Sunnie Baker, Porsche Speedster. Hp – Shirley Reitz, A–H Sprite; Gp – Bonnie Bosley, MGTD; Fm – Davis; Fp–Baker; Ep – Marie Dixon, TR–3; Cm – McGee.

B – FORMULA III (10 Laps) Time--14:52.8 – Speed 48.4mph 1) Morrow, Cooper Norton; 2) LeGrand, Echo Renault; 3) Oliver, Cooper.

PRODUCTION UNDER 2000cc (25 Laps) – Time--35:36.3 – Speed--50.6mph. 1) Chamberlain, Lotus Elite; 1) Bucknum, Porsche Super; 3) Aldhous, Alfa Spyder. Fm – George Sutton, Elva Courier; Fp – Chamberlain.

PRODUCTION OVER 2000cc (25 Laps) – Time--34:59.0 – Speed--52.8mph. – 1) Mayell, Corvette; 2) Porterfield, Corvette; 3) Bondurant, Corvette. E – West, Morgan TR; D – . Michelmore, Porsche GT; C – Mears, 300SL; B – Mayell.

MAY 2 SUMMARY

PRODUCTION UNDER 1300cc (8 Laps) – Time--12:41.42 -- Speed--47.1mph – 1) D. Parkinson, Fiat Abarth; 2) J. Parkinson, Fiat Zagato; 3) West, Fiat Zagato. 1 – West; H – D. Parkinson; G – Sweetzer, MGTD.

PRODUCTION 1300cc – 1600cc (8 Laps) – Time--11:38.6 -- Speed--49.5mph. – 1)Bucknum, Porsche Super; Aldhous, Alfa Spyder 3) Kirby, Porsche Super. Fm – Sutton, Elva Courier; Fp – Bucknum.

PRODUCTION OVER 2000cc (8 Laps – Time--11:12.2 -- Speed--51.4mph.– 1) Bondurant, Corvette; 2) Grant, Corvette; 3) Mayell, Corvette; E – West, Morgan TR–3; D – Michelmore, Porsche GT; C – Mears, 300SL; B – Bondurant.

MODIFIED 1300cc and UNDER (8 Laps) – Time -- 11:07.8 -- Speed--51.75mph. 1) Monise, Lotus Mk. X1; 2) Snyder, Lotus LeMans; 3) Reddish, Lotus Mk. XI. H – Jones, Lotus Crosley; G – Monise.

MODIFIED OVER & UNDER 1500cc (8 Laps) – Time -- 10:35.2 -- Speed--54.5mph. 1) Weiss, Porsche RSK; 2) McAfee, Ferrari; 3) Drake, Cooper Climax. F – Drake; E – Weiss; D – Berry, Austin Healey; C – McAfee.

MG's & SEDANS (10 Laps) Time--15:15.1 -- Speed--46.6mph. – 1) Sanders, MGA; 2) Davies, MGA; 3) Moar, MGA G – Burhop, MGTD; F – Sanders; E – Chamberlain, Citroen.

NOVICE (10 Laps) – Time 14:34.1 -- Speed--49.4mph. 1) Brock, Cooper Climax; 2) J. Michelmore, Porsche GT; 3) Bietel, Porsche Super. H – Cunningham, A–H Sprite; Gm Brock; Gp – Coffman, MGTD; Fm – Sutton, Elva Courier; F Bietel; D – Michelmore.

MODIFIED – PRODUCTION CARS OVER 2000cc (10 Laps) Time--14:19.9 -- Speed--50.3mph. – 1) Brashear, Ferari Monza ; 2) Thorgrimson, Corvette; 3) Hornney, AC Bristol. Ep – Ostland, TR–3; Dp Hornney; Cp – Roberts, Jaguar XK120; Gm – Brayer, Elva Mk IV; Dm – Brashear; Bm – Gessner, Chrysler Allard; Bp-Thorgrimson.

WOMEN, FORMULA III, UNRESTRICTED (10 Laps) – Time--14:45.5 – Speed--50.3mph. – 1) Mary Davis, Cooper Climax; 2) Morrow, Cooper Norton; 3) Cathi Cote, AC Bristol. Unrestricted - Cooper, MGTC; Cp - Judith Mancini, MGTD; Fp - Sunnie Baker, Porsche Speedster; Fm - Davis; Dp - Cote; Formula III - Morrow.

Read MOTORACING. Subscription blank on Page 3.

## SALT LAKE

(Continued from Page 1)

pushed by the Denver flash, Bobby Donner, in a Porsche RS. Chamberlain brought in the 2-liter Lotus for the show money after a rough journey.

Dean Geddes, the former Olympic 880-yard track star from Washington, stepped into some very fast company, but he proved able and piloted a new Corvette to an overall win in the big production car race.

The women's race, a 10-lap 27-miler for production cars, was taken by Patsy Randle in her Alfa Veloce.

1. Flaherty, Lis-Jag..... 1C
2. Weiss, Porsche RSK... 1E
3. Chamberlain, Lo Mk 15.2E
4. Donner, Porsche RS... 1F
5. Cowles, Ferr TR .... 1D
6. Budurin, Hag Spl .... 1B
7. Beagle, Porsche RS...2F
8. Sturgis, Ferr 250GT... 2D
9. Capps, Bocar Spl .... 2C

DNF--Howard, Huffaker Spl; Morgensen, Ferrari; Graham, Aston-Martin (Chev)-Grant, Corvette.

EDITOR'S NOTE--In Saturday's qualifier, which Flaherty also won, he averaged 81mph for 7 laps. For the important Sunday races, the Salt Lake organizers did not list times or average speeds in their result sheets.


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# PERSONALS

*About People in Racing & Rallying*

by GERI FLEMING

Anne and Denis Evans vacationing in Northern California . . . Al Fleming to chairman SCCA's Huntington-Sheraton concours d'elegance for benefit of Florence Crittenton Home . . . . Chuck Price handling publicity for the Bachelors Sports Car Club . . . .Vivian Wilder enjoying Las Vegas' sunshine . . . . Jerry Aarons threw a posh going-away party for roommate Dick Anderson, prior to Dick's European vacation . . . . Marv Reichler, Bill Norcross and Walt Mahoney have gotten together to form the Auto-Graphic Agency - automotive photography and publicity are their specialties . . . . Kitty Fleming's Jag Sedan has been replaced by a PLYMOUTH station wagon . . . . Bob Rolofson and Jim Mourning doing an excellent job of coverage on the recent Pomona "Grand Prix" in national sports car mag. Jay Gurey gets out the Gurey Gulch Gazette instead of writing letters. His slogan: 'Do something every day to make other people happy – even if it's merely to let them alone' . . . . Elmer Kent is now the proud owner of a brand-new Peerless . . . . Jack McAfee, Sam Taylor and Ronnie Bucknum were guest speakers at the Women's Sports Car Club's driver meeting May 28 . . . Belated Birthday greetings are extended to Sunnie Baker, Sue Cannon and Bob Hoffman . . . . Among the European travelers this summer will be Flo Beck and "Dusty" Brandel . . . . Race Gypsies Sam and Norah Taylor, together with Loyal "Ed" Davies, hope to be "living it up" aboard a large schooner during the Memorial Day holiday race weekend . . . Virginia Lloyd hospitalized for surgery . . . . Pete dePaolo has joined the Firestone Rubber Co. as a speaker to help enroll students in a traffic safety program . . . Jim Parkinson has opened his fifth Burbank Sports Car Center – 800 San Fernando Blvd . . . . . Austin-Healy driver Jack Breskovich trying his hand at water skiing . . . . Cameron McKenzie has replaced Art Jones on the Glendale News . . . . . ..Judy Allen in-and-out of the Good Samaritan Hospital for surgery. . .

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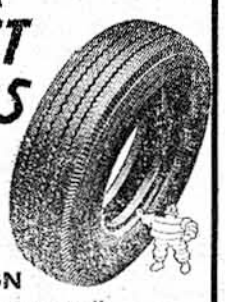

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*DEALER INQUIRIES INVITED*
HAL MOODY'S
TIRE SERVICE
4698 San Fernando Road, Glendale, California

## CUMBERLAND

(Continued from Page 1)

ger cars, especially on this short 1.6 miles airport layout.

Holbert, representing the Quaker state, had the added disadvantage of nearly totaling his machine at Marlboro two weeks prior to the Cumberland meet. Much midnight oil and some fine craftmanship were necessary to put it back in on the track in time for such a performance.

Hansgen was pushed hard, in several instances, with Holbert actually taking the lead in the 16th and 36th laps. The dice was so tight for first position that Hansgen broke his own course record and turned a flat 72mph. Living up to his title as last year's class C modified national champion.

The Cunningham van will be missing from the eastern scene for at least a month. Briggs and Alfred Momo are packing their gear for a crack at Le Mans, and possibly, the newly constituted GT race scheduled to replace the Monza 500.

Denise McCluggage, editor and gal-racer-about-town, was another repeat performer. With what appeared to be the greatest aplomb, she dusted off the serious competition and tooled the little 750cc OSCA to a very handy win. Margaret "Dot" Wyllie spun her Lotus on the first lap, allowing Denise a lead that was impossible to close in the short 20 min. run.

The eight-race Cumberland program was launched at an uncomfortable 9 a.m. Some pretty bleary-eyed specimens, coffee stains still in their beards, found their way to the preliminary grid for the first few races. The weather was perfect however, with just enough heat to supply some traction on the asphalt surface.

Read MOTORACING. Subscription blank on Page 3.

# RACE CALENDAR

## MAY

30 — Indianapolis 500; Indianapolis.
30–31 — CSCC road races; Santa Barbara, Calif.
30–31 — SCCA National road races; NY region; Bridgehampton.
30–31 — SCCA road races; Kansas City region; Coffeyville, Kan.
30–31 — SCCA road races; Colorado region; La Junta, Col.
30–31 — SCCA 3rd Lake Erie Invitational Race; Western NY region; Lake Erie.
31 — Grand Prix of Holland; Zandvoort.

## JUNE

6–7 — SCCA Laguna Seca road races; SF region; Monterey, Calif.
6–7 — USAC sports car races; Lime Rock, Conn.
6–7 — SCCA road races; Atlanta region; Atlanta, Ga.
7 — 4-Cyl. Club of America (Glendale) Highland Concours, 2980 Los Feliz Blvd., 11 A.M.
7 — Formula Jr. and 750cc sports car race; Castello-Teramo, Italy.
7 — 1000 kilometer race; Nurburgring, Germany.
13–14 — SCCA road race; Savannah region; St. Simons Island, Ga
13–14 — SCCA road race; NY region; Lime Rock, Conn.
14 — Macon-Solutre Hillclimb; France.
14–15 — Adriatic Race; Yugoslavia.
20–21 — SCCA National road races; Chicago region; Elkhart Lake, Wisc.
20–21 — 24 Hours of Le Mans; Le Mans, France.
20–21 — SCCA road race; Washington region; Marlboro, Md.
21 — SCCA road race; North westregion; Shelton, Eash.
26–27 — SCCA Glen Classic Races; Glen Region; Watkins Glen, NY.

With 233 entries and 25 to 35 people starting in each race, it began to look like the Cal-Club at Laguna Seca.

Race organizers, the Cumberland Lions and the Steel Cities Region of the SCCA, deserve a real frying for their handling of press information. One set of lap-charts was the only record published by the officials and these disappeared within a very few minutes of shut-down time. Compared to the organization at Danville's Virginia International Raceway, this crew looked SICK.

The wart hog is found in South Africa.

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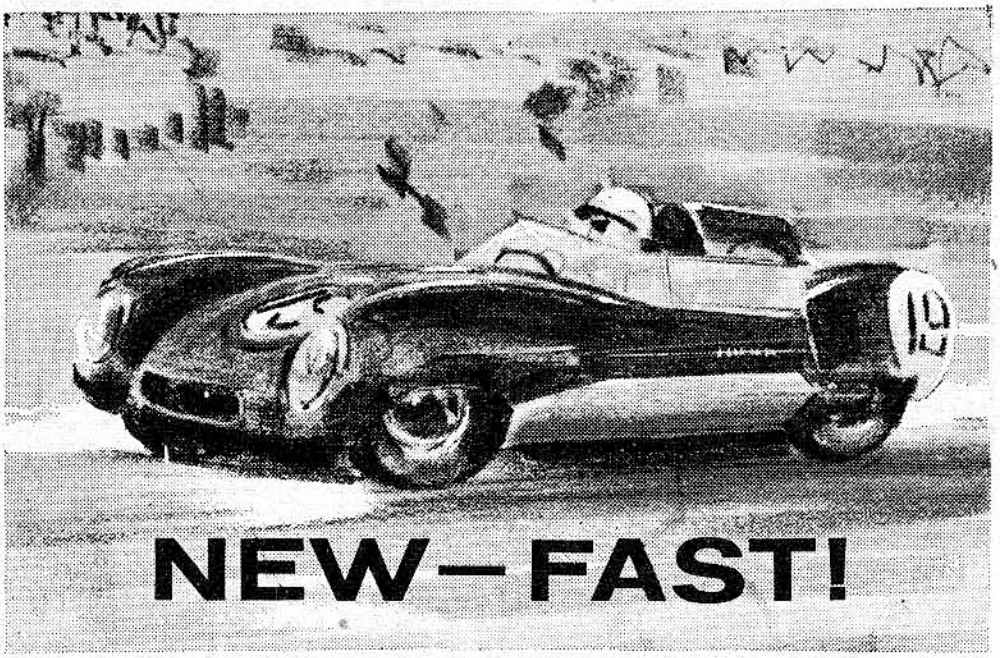


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NEW, FAST, ELEGANT! LOTUS ELITE COUPE

*Gran Turismo* offspring of the famous competition models.

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